

S/N: 10/724,480

Any Dkt No. DDTC 0195 PUS1

**Remarks**

In view of a telephone conference kindly granted to Applicant's attorney by the Examiner, Applicant now has rewritten claims 1-7 as new claims 8-14, respectively.

The claims as they now are presented recite with particularity the relationship of the solenoid current and the valve element positions.

The valve element normally is fully open by a spring force. In a first pressure regulating position, the valve element is moved toward the valve seat to a first pressure regulating position. This partially restricts the spill passage and an initial fuel injection pulse is generated. Following this initial fuel injection pulse, the valve element is moved away from the valve seat, thereby opening the spill passage further and decreasing the injection pressure.

A third level of current causes the valve head to again move toward the valve seat to cause a main injection pulse.

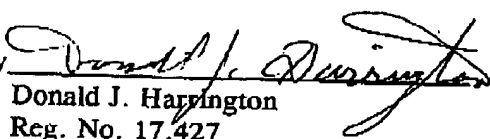
The current levels and the timing of the current levels are software controlled during each successive injection event using a balanced valve element subjected to a spring force and an opposing solenoid force.

A favorable consideration of Applicant's claims as now rewritten is respectfully requested.

Respectfully submitted,

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